

## RAILROADS IN THE WESTERN COUNTRY.

Running Trains over Mountain Roads is Very Risky Work. From the Butte Inter-Mountain.

"One of the greatest difficulties of the real mountain roads, like the Colorado Midland, the Rio Grande Western, and the Denver and Rio Grande, is getting engineers," said Charles A. Davidson, city passenger agent of the Rio Grande Western road, this morning. Mr. Davidson is familiar with all the inter-mountain roads, where the trains have to all but fly to reach some of their destinations.

"One might suppose that all roads would look alike to an experienced engineer, but they don't. Along some of the prairie roads an engineer can take a run on any new track almost as well as on one he has travelled for years and knows with his eyes shut. But here in the West it is different. Down in Colorado, where are some of the greatest monuments to the railroad builder that have ever been erected, an engineer has to travel over the roads sometimes for weeks with old, experienced engineers, who know the track, before he will be trusted with it. It isn't a question of engineering ability, merely one of experience.

"It is enough to take a fellow's nerve to sweep around some of those mountain curves and passes for the first time. Some good men never take more than their first ride. I have seen engineers come from the East, men of gilt-edge character and ability, who lost their nerve with the first trip and took the first train for a flatter country. Dizzy reverse curves frettle that seem to totter in the wind, precipices that seem to yawn for a fellow's life, and grades that are a revelation of horror to the new-comer, and unless a fellow is as stolid as a ox, or as nervous as the devil, he is apt to lose his head.

"You would be surprised at the number of young engineers on the mountain roads. For one thing, a man does not last there as he does on a less picturesque, more prosaic run. It takes youth and strength and courage of a rare order to stand it at all. The companies are the most appreciative in the world, for they realize how hard it is to get a good man right royally. But even this does not attract a surplus of the right sort.

"The principal dangers are in the heavy grades and in the sharp curves, though landslides are far from unknown. One must know his train and his road like a book to get through with his life. On the Marshall Pass for instance, where you seem to plunge headlong down the mighty hill. A rock on the track, a broken wheel, a runaway car, or a failure of the brakes to work, would end in a smash up that would startle the whole country. The hill might be a glare of ice or frost; it might be wet or snowy, and if you set the air brake too hard, so as to start the wheels sliding, down the hill you go like a gigantic toboggan, with death and destruction at the end of the ride. The management of the air brake, and knowing where the curves and dangerous places are, is the greatest part of an engineer's education in the mountains.

"For my own part, knowing the dangers as I do, I feel nervous after riding too miles over the wildest parts of the roads, even as a passenger. I rode through the Royal Gorge on the engine a few weeks ago, and was glad when the ride was over. It makes a fellow feel trembly-like to think what might be, though the worst rarely happens. Such is the care taken in equipment and in getting the best men that the mountain roads have as small a proportion of losses as the dead-level roads of the plains. But it takes a man of nerve to pilot a train through some of the wilder regions.

"A freight train is the worst, in that it is much heavier than a passenger, and is expected to make almost the same time. All the heavy stock trains going

East, twenty-five to thirty cars, make passenger schedule. A freight is so loosely coupled as to be very unmanageable at critical points. The stock trains are the terror of the engine-drivers and all the trainmen.

"A fellow isn't necessarily a coward when he throws up his job as an engineer over the mountain roads, after seeing what the dangers are. Not one passenger in 10,000 would assume the same danger. The position calls for absolute steady nerve, and one who feels that he is likely to get rattled is dangerous to himself, to the company and to all who ride behind him. A man must think and act like lightning in the face of so many dangers that he must be sure of his ability to stand the strain. No one stays any great number of years. It is beyond one's power to do so and be safe. A man may be brave and willing and all that, but these are not enough. He must be sure and proof against stampede. Such a man is worth everything to the companies, and they treat him like a prince."

## LIBERTY FOR RUSSIAN PRESS.

Czar Removes Restrictions Affecting Newspaper Publishers. St. Petersburg, July 26.—The grant of more liberal press regulations affords additional proof that Emperor Nicholas has emancipated himself from the advisers who still hold the ideas which prevailed during the unhappy period that followed the murder of the Czar liberator, Alexander I. As an instance of more benevolent reforms the following example is given:

A deputation of editors, led by a courageous literateur, who is no longer actively connected with the press, went before his majesty with their humble petition. "Give us a press law," they pleaded. "Let it be as your majesty may deem proper, but give us a law. Let us know where we stand. Free us from the dominations of officials who will let their only law. Give us as much freedom as you can. We will not abuse it."

The Emperor made a gracious response. The editors and publishers breathed a deep sigh of relief. But they were cruelly disappointed. The reactionary crowd gained the ear of the Emperor. An artificial agitation was started. The machinery of government and the police were set in motion, and the Emperor was persuaded that fanatical elements only waited the grant of a modicum of liberty in order to attack throne, altar and his own life.

The law now granted will restore courage to the press. Hitherto one warning from the censor sent a panic through the editorial rooms, two have put them under the sword of Damocles, and three were regarded as preliminary to extinction, which was rarely long delayed. After three warnings the authorities could shut up the paper at any moment. Now the first notice of warning will remain in force only a year if a second does not follow within the year; the second will expire within two years if there is not a third in that period, and the third will remain in force only three years. This action with regard to the liberty of the press is taken by many as a forerunner of an era of reform in Russia.

## OIL LANDS IN VERY DESIRABLE LOCATIONS AND ON GOOD TERMS FOR SALE.

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## FALLACIES ABOUT JEWS.

Facts That Prove They Are Greater in Other Lines Than in Commerce.

S. O. Howes in St. Louis Mirror. The belief that the Jews are pre-eminent in commercial pursuits only is so wide spread that to dispel it were almost a Titanic task.

Statistics, ever the uncompromising foe of fallacious belief, clearly disprove this paramountcy in wealth for all civilized nations the Jews are least free from pauperism. The 600,000 living in Asia and Africa are poor according to our standards of living. The vast majority of the four and one half million living in Eastern Europe are in straightened circumstances.

Among the three million Russian Jews only a scattering few have managed to lift themselves above the level of their impoverished brethren. Some years ago the New York Herald published a list of American millionaires. From A to Z but one Jewish name was recorded—that of Seligman Bros. On the continent, besides the Rothschilds not more than fifteen instances can be cited of Jewish families acquiring vast wealth. Unassailable figures point out that Jews everywhere have a larger proportion of persons dependent upon charity than surrounding populations.

In Amsterdam, in 1877, out of a population of 32,500 Jews, no less than 13,000 subsisted on the bounty of their co-religionists. Of London's Jewish population of 46,000, in 1882, 11,099 were objects of charity.

This much in rebuttal of the familiar phrase, rich as a Jew.

Now to show what really splendid achievements the Hebrew has made in the sciences and the arts of music, letters and the drama. In sculpture and painting he has, singularly enough, shown no proficiency. There are Jewish artists, it is true, but no one of the number has attained to any distinction.

In reviewing the other than commercial exploits of the Jews it would be unfair to confine myself to the followers of the Israelitish faith. A proper estimate of the Jewish ability should embrace racial as well as the religious instances.

And it is not without interest to note the number of celebrities of half Jewish blood. A few corpuses of Jewish blood in the veins of an alien race have often proved to be a most precious heritage.

Heine, that modern incarnation of Hellenic paganism, rightly called the brother of Catullus and Villon and Burns, was Germany's greatest lyric poet. Writhing in torture upon his mattress gave this Graeco-Germanic Jew cried out in bitterness of defeat: "Alas! the irony of God weighs heavily upon me; the great Author of the universe, the Aristophanes of heaven, wished to show the petty, earthly, so-called German Aristophanes that his mightiest sarcasms are but feeble banter compared with His, and how immeasurably he excels me in humor and in colossal wit."

The best English translations of Heine verse have been rendered by a poet of his own faith, the gifted Emma Lazarus. Another Jewish poet, whose life spelled a tragic poem, was Amy Levy. This weaver of sad phrases of undeniable beauty clipped with fateful shears the thread of her own life before her 30th year.

Of living French literateurs there is no one of more varied gifts than the Jew, Cateulle Mendes, who can tell a story or pen a sonnet of flawless beauty with equal facility. In Vance Thompson's interesting if somewhat prosaic French Portraits I find this sketch of Mendes:

"He has played a very important role—if not the most important—in the French literature of the last twenty-five years; he created a mode that attracted and influenced all the poets of his generation. He is the most accomplished man of letters living—master of all the artifices and secrets of literature."

Mr. H. Spielmann, an Israelite, has given us an interesting chronicle of

## RAILROAD TIME TABLE.

SOUTHERN PACIFIC. East Bound. Arrives. Leaves. No. 6 ..... 7.10 a m 7.15 a m No. 8 ..... 11.05 p m 11.10 p m No. 10 ..... 1.10 a m 1.15 a m West Bound—No. 5 ..... 6.55 p m 7.00 p m No. 7 ..... 6.35 a m 6.40 a m No. 9 ..... 7.50 p m 7.55 p m

## SABINE & EAST TEXAS.

Huntington Division. Arrives. Leaves. North ..... 9.25 a m 9.30 a m South ..... 3.10 p m

## KANSAS CITY SOUTHERN.

South Bound. Arrives. Leaves. No. 1 ..... 3.45 p m 3.45 p m North Bound—No. 2 ..... 7.48 a m 7.48 a m Local—Leaves ..... 9.40 a m and 5.00 p m Arrives ..... 9.30 a m and 4.50 p m

## GULF, BEAUMONT & KANSAS CITY.

Arrives. Leaves. North ..... 10.15 a m South ..... 6.00 p m

## GULF & INTERSTATE.

Leaves ..... 3.30 a m Arrives ..... 4.30 p m Trains Tuesdays, Thursdays and Saturdays

London Punch, that much laughed at and laughed with journal.

Jules Verne, whose marvelous imagination has anticipated modern science, and M. de Blowitz, whose equally inventive imagination has so long illumined the dull pages of the London Thunderer, are both of Abraham's seed.

In the mimetic art no one has achieved fairer renown than Rachel and Sara Bernhardt, and, though a star of lesser magnitude, our own poor Selma Dolero, also a Jewess, shone resplendent some dozen or more years ago. Of writers of the drama not one is more trenchant and withal more satisfying in his critiques on the player than Charles Frederic Nirdlinger.

In the art that Pater and Balzac agree in calling the art transcendent the Jew has shown marked proficiency. Mere mention of their names must suffice, each one of which possesses its own talisman, Mendelssohn, Meyerbeer, Moschies, Salaman, Offenbach, Rubinstein and Paderewski would adorn the annals of any race.

Political economy also has attracted here and there a Jew whose name is writ high on the scrolls of this dismal science—Ricardo, Ferdinand Lassalle and Karl Marx.

Cesare Lombroso, the Italian criminologist, is a Jew, and so were Prof. Darmesteter, the French Orientalist; Emin Pasha, the blazer of new paths amid African jungles, and the Herschello, who discovered new worlds, "in that inverted bowl we call the sky."

The distinguished English folklorist, Joseph Jacobs, is a Jew, as is also Sidney Lee, the celebrated Shakespearean scholar and editor of the Dictionary of National Biography.

It was the Jewish race, too, that gave to England her great premier and the other Disraeli who left behind him "Curiosities of English Literature." Another Hebrew who wrought well in letters was the German novelist, Auerbach.

Though less well known to English speaking races, there are two Jews in Continental Europe who are recognized the world over as authorities in their several lines. I refer to Jean De Bloch and Georg Brandes, De Bloch, actual councillor of state of Russia, and member of the comite des savants of the ministry of finance, has built many thousand versts of Russian and Polish railways and written a number of able and informative works on war, His "War of the Future," greatly impressed the czar and was widely commented upon in this country during the sessions of The Hague peace conference.

Georg Brandes, a native of Copenhagen, is better known in America, through translations of his critical studies on Shakespeare and Ibsen. It is an unfortunate statement to have to make, but truth compels it, that neither America nor England has today a literary critic comparable with this Danish professor.

With mention of I. Zangwill, whose "Without Prejudice" so long made the pages of the Pall Mall Magazine, I shall pass on to the celebrities of part Jewish blood—no mean array of names—they are George Elbers, Paul Heyse, Ludovic Halevy, Edwin Booth, Sir Arthur Sullivan.

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